

be stood. There is merely a vague analogy here, be it readily admitted, but it may give an idea of the possibility of electro-telegraphic impressions being distinguished by the apparatus of an electro-telegraphic *cgr*, if we may so call it, and at an immense distance apart, without any special or insulated line of transmission. Indeed the analogy is not so very vague, after all, as may be supposed; for we can readily conceive the possibility of a couple of sharp-eared Indians carrying on an acousto-telegraphic communication by a preconcerted series of signal-impressions, transmitted backwards and forwards through the ground as the sole uninsulated medium. Moreover there is a stronger analogy we believe between the force called into action of excitation in acoustics, and that called into excitation in electrics, than is generally imagined.

RAILWAY JOTTINGS.

THE PLATING railway libraries seem to be now the order of the day, and about to have their run through all the railways, so that passengers themselves, no less than their parcels, may soon be any where "booked for a penny." The Great Western are having one with 1,000 volumes set going at their Paddington terminus, where passengers, for a like sum, may have the run of the whole, if they choose, or can get through them fast enough, "while waiting for the train." If this be all, however, and if it be only at the Paddington station that the 1,000 volumes are to be deposited and read, we ought rather to denominate this one a station-ary library than a circulating or a railway one, for the latter of which, duplicate thousands will be requisite at various stations to complete the circle of rotation. Messrs. Marshall and Sons have taken the contract, and retain the management, at Paddington, where the library table is also to be supplied with all the metropolitan papers, periodicals, and other publications, for sale. The railway servants at Rugby are getting up a co-operative club, or association, for the purchase of provisions, &c., at wholesale prices, and their distribution or sale amongst the members at a trifling retail profit.—The works at the Great Western Docks, Millbay, Plymouth, were lately stopped, in consequence of some difference between the contractor and the company.—The tunnelling portion of the Manchester and Matlock line, near Matlock, is in a state of great forwardness, and the other works are proceeding steadily.—Some blasting operations of an extensive character have been effected at Bray Head, on the Waterford, Wexford, and Wicklow line of railway, by Mr. Pardon, the resident engineer. Three large drifts were lately made, 25 feet in depth, and 5 inches in diameter, with two supplemental ones of smaller dimensions. They were bored 15 feet from the surface of the rock, and about 6 feet apart. About 450 lbs. weight of gunpowder were used in charging them, principally government powder. They were connected with a 10-pair battery of Callan's, and fired. The explosive noise was not loud but rumbling, and the spalls were not driven any distance. The length of rock displaced was 45 feet, the breadth 25 feet, and depth 25 feet. Mr. Copeland, the local engineer, was the operator. Several minor blasts were made, showing, it is said, the activity with which obstacles formerly considered impracticable, are now disappearing. The long tunnel at the southern end of the head can be passed through walking upright. The original intention of crossing the deeply indented ravines made by the sea, by means of bridges, is abandoned, and all will now be filled up at a less amount of expense, and with equal stability and safety. A Liverpool contemporary quotes rather an odd story about a recent meeting of this Irish Company in London, called, according to another authority in a Bradford paper, by the Directors themselves. "Neither the chairman nor the secretary attended," says our authority, "but the secretary's clerk (who was an Irish gentleman) went in and ordered the shareholders to depart, insulting them most grossly, and threatening, when remonstrated with, to call a policeman to clear the room. Being asked who had authorised him to attend and dissolve the meeting, he said he would answer

no impertinent questions. Mr. Nash was called to the chair. It was resolved, that, in consequence of certain unsatisfactory matters relating to the accounts, a committee of three be appointed for their investigation, with liberty to report on the future prospects and management, or the suspension or sale of the line, and to bring these subjects before a committee of the House of Lords, now sitting on railway accounts."—The extension of the Blackwall line to Bow is now complete, as also is the alteration of gauge for the junction with the Eastern Counties line.—According to the *Leeds Intelligencer*, nearly three-fourths of the immense wooden viaduct now erecting at Mytholm Bridge, on the Holmfirth branch of the Huddersfield and Penistone Junction with the Sheffield and Manchester Railway, were lately blown down. Many of the colossal upright timber pieces composing the structure were snapped in twain as if they had been mere match-wood.—The viaduct at Comrie Den, on the Stirling and Dunfermline line, the foundation stone of which was laid on 5th February, 1847, was finished during the month just past. The length is 434 feet, width 45 feet, and height in centre from foundation-stone to top of cope-stone about 70 feet.—The works at the eastern termini of the Manchester, Sheffield, and Lincoln are being urged forward. The works at New Holland, designed by Mr. Fowler to complete the ferries on that side, have been let to Messrs. Wilson, of Leeds. They consist of an iron pontoon or floating pier of large dimensions, which is to rise and fall with the tide, and of two hollow wrought-iron girders, which will connect it with the present pier in such a way as to enable the passengers to descend, under cover, down a gentle incline from the railway train to the steam-boat. The works of the Great Grimsby Docks, as designed by Mr. Rendell, have been let to Messrs. Hutchings, Brown, and Wright.—The Great Western, says the *Gloucester Journal*, have made another retrenchment at the expense of the public convenience, by taking off several trains; amongst which is the 6 o'clock morning train from Paddington. The London papers do not in consequence reach Gloucester, Bath, and Bristol until 12 o'clock, instead of 10, as formerly. What makes this alteration more remarkable is, that the train is taken off at the commencement of summer, during which it pays, though it has been continued through the winter, when it does not.—A Knarborough correspondent, A. S. S., complains very justly of the miserable economy, or mistaken policy, whichever it be, still practised on various lines, of huddling all and sundry third-class passengers, at night, into unlighted carriages. Were these carriages lighted as they ought to be, not only would thieving and other practices be put a stop to, but, as our correspondent shrewdly observes, many who are able enough to pay for the higher classes of carriages, but who are actually induced to enter the third class under screen of the darkness no doubt intended to deter them, would be driven off to their own more befitting class-carriages so soon as they were exposed to view among third-class passengers. In general, too, there is not only a want of light but of ventilation in third-class carriages, which ought to be remedied, as it readily could be with very little expense.—A signal-light has been recently registered, "by the use of which a signal may be given by the passengers inside a carriage to the guard or attendant on the outside, whenever urgent necessity [such as the ignition of a carriage by friction or otherwise, the advent or threat of accidents from other causes, sudden illness or apparent death, ill-usage, or threats of murder, robbery, &c.] may require a communication to be opened between them." This is just another of those half measures which await the 'completion of the circle' of communication by the opening of a way of personal access to the carriages, whereby the guards may be the better able to judge of the urgency of the peril which such signal-lights may or may not faithfully indicate. The Government railway commissioners, it may be recollected, lately recommended to railway companies the adoption of a protected line of foot-boards for this very purpose. We trust the recommendation will not be overlooked or neglected till some serious fatality occur in

which it may be proved to a jury that such a step would have constituted an efficient and sure preventive.—The United States' Senate have adopted a resolution, directing a survey to be made by the topographical corps to ascertain the best route for a railroad from the Mississippi to San Francisco.

NOTES IN THE PROVINCES.

THE parish church of Aylsham remains closed for want of funds to render it safe. The foundations of the heavy tower had so far given way that the architect who examined them pronounced the whole building insecure till a considerable outlay shall have been devoted to it. Extensive repairs and alterations were recently made in the chancel by the vicar.—Numbers of unemployed hands have recently flocked to Portland in the hope of obtaining a share of the good things destined for the convicts. Not having made themselves eligible, they have not got "leave to toil" in accordance with their request. The supply, it appears, exceeds the demand. The works are progressing expeditiously.—Plans have been provided for the restoration of the pewing of St. Martin's Church, Salisbury. The estimated cost will be under 1,000*l.*, of which about 700*l.* can be obtained to start with, and a rate has been resolved on for the remainder, so that the restorations will be immediately proceeded with.—The modern altar-screen in Ludlow Church has been removed, and the original carved stone altar-piece again laid open to view and regilded. Mr. R. K. Penson is the architect selected to carry out the work of restoration here, for which a subscription is to be forthwith entered into.—The Swansea corporation lately proposed to borrow 50,000*l.* on corporate property, chiefly to make a wet-dock; but the Treasury, it is said, have refused to accede to the proposal.—The church of St. Peter, Everton, Liverpool, the foundation-stone of which was lately laid, will nearly form an equilateral triangle with St. George's and Christ Church, Everton. It is arranged to accommodate 1,200, mostly free. The floor will be laid with red and blue tiles, and the benches will be loose and uniform. The architecture is middle pointed, and the building will be divided into a lofty nave, with clerestory, north and south aisles, with choir and chancel. A spire, 150 feet in height, is building at the west end of the north aisle. The extreme length from east to west is 45½ yards, and the breadth from north to south 22 yards, exclusive of a large porch forming the access from Sackville-street. The amount of the contracts for its completion is 4,102*l.* Mr. Hay is the architect. An engraving of the edifice appears to have been prepared.—Amended plans for baths and washhouses at Manchester have been agreed on, and measures taken for obtaining tenders for the work.—One of the Norman windows of the south aisle of the nave of Southwell Collegiate Church has been recently filled with painted glass.—In "The Land we Live in," it is noted that a flax mill at Leeds measures about 400 feet long by more than 200 broad, and covers nearly two acres of ground. "Birmingham," adds the writer, "is justly proud of its Townhall, but this wonderful factory-room is nine times as large. Exeter Hall is one of the largest rooms in London, but it would require seven such to equal the area of this room."—Hawes Church, according to the *Leeds Intelligencer*, is now to be enlarged or a new one built.—Arrangements are in progress for the erection of a bridge across the Tyne at Ovingham.

ERECTION OF BARRACKS, &c.—A circular has just been issued from the Horse Guards, including ordnance regulations for the future erection and repairs of barracks in the United Kingdom. It orders that, for the future, no repairs shall be made without representation to the authorities on the subject. It would appear, says the *Morning Post*, that the expenditure of money in barrack erection and repairing has been for some time carried on in the most reckless manner. In Ireland barrack jobbing has been most wantonly carried on, although there is scarcely a barrack in the country capable of affording comfortable accommodation to the officers and men.